

VOLUME 12 INTERNATIONAL AVIATION**CHAPTER 3 PART 129 OPERATIONS: FOREIGN OPERATORS OF U.S.-REGISTERED AIRCRAFT ENGAGED IN COMMON CARRIAGE****Section 3 Ramp Inspections for Part 129 Foreign Air Carriers****12-414 PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.**

A. Maintenance: 3627.

B. Avionics: 5627.

C. Operations: 1622.

12-415 OBJECTIVE. This section provides guidance for evaluating foreign air carriers to determine if they are operating within U.S. airspace or its territories, while engaged in common carriage, in accordance with the Standards and Recommended Practices (SARP) contained in Annex 1 (Personnel Licensing), Annex 6 (Operation of Aircraft), Annex 7 (Aircraft Nationality and Registration Marks), and Annex 8 (Airworthiness of Aircraft) to the Convention on International Civil Aviation. It also provides guidance for operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 and 129.

12-416 GENERAL.

A. Inspector Training. It is important that aviation safety inspectors (ASI) become familiar with the type of aircraft that they're inspecting before performing the inspection. For additional details, see Volume 12, Chapter 2, Section 8.

B. Personnel Needed for Inspection.

1) It is recommended that two inspectors perform this task in exterior and interior phases to ensure inspection adequacy.

2) ASIs do not have to give part 129 operators advance notice of a ramp inspection. However, ASIs must time the inspection activities so that they do not delay or interfere with passenger boarding or deplaning, or impede aircraft service or catering. The captain, his or her representative, or an appropriate airline representative should also be present.

NOTE: The Federal Aviation Administration (FAA) office with oversight authority of the airports located within their geographic district has the responsibility for the required ramp inspections. Assign and conduct geographic inspections in accordance with the current edition of FAA Order 1800.56, National Flight Standards Work Program Guidelines, and FAA Order 8900.1, Volume 11, Chapter 11, Section 1. International Field Offices (IFO)/International Field Units (IFU) responsible for foreign operators should not send inspectors outside their geographic airport unless complete justification is provided to and

approved by the region. The office with geographic authority over the airport where the air carrier has operations should complete all R-items.

NOTE: If an inspector conducting the ramp inspection finds discrepancies with the environmental record, then they must report those discrepancies to the responsible Flight Standards District Office (FSDO)/IFO/IFU.

C. Environmental Files. The responsible FSDO/IFO/IFU that issues part 129 operations specifications (OpSpecs) must not create any environmental files for either:

- A foreign air carrier who only conducts nonscheduled operations to the United States, or
- A foreign air carrier or foreign person that operates U.S.-registered aircraft in common carriage solely outside the United States.

1) Responsibility for Maintenance of Environmental File. The responsible FSDO/IFO/IFU is responsible for the creation and maintenance of each of the environmental files for the scheduled foreign air carriers to whom they issue part 129 OpSpecs.

2) Transferring Maintenance of an Environmental File. The responsible FSDO/IFO/IFU must make all the edits to an environmental file, except as follows:

- a) The responsible FSDO/IFO/IFU manager requests that another office maintain the environmental file.
- b) The office manager in the requested office accepts the request.

NOTE: See additional guidance in Volume 11, Chapter 11, Section 1 for foreign air carriers conducting scheduled operation to the U.S.

3) PI and GDO Fields. The responsible FSDO/IFO/IFU must enter the geographic district office in the GDO environmental file that has the responsibility to conduct the required ramps inspections at the geographic airport. The assigned inspectors listed in the Environmental file should be the inspectors that will be conducting the ramp inspections for the geographic airport.

D. Coordination.

1) Airworthiness and Operations ASIs possess various degrees and types of expertise and experience. An ASI who needs additional information or guidance on a given subject should coordinate with personnel who are experienced in that particular specialty.

2) The FAA office with geographic responsibility of the airports located within their geographic district may need to coordinate with the field office holding OpSpecs responsibility. In addition, the field office with OpSpecs responsibility should receive notification when an ASI finds discrepancies.

3) Inspectors may coordinate with U.S. Customs for foreign air carrier activity, and often the inspector may not be able to access the aircraft until it has cleared Customs. Inspectors are encouraged to cooperate with the Customs officials and follow their local policies when accessing the aircraft. Inspectors should contact U.S. Customs in advance of the aircraft landing, and should therefore be able to receive information on the nonscheduled air carriers that are operating into the United States.

E. Use of FAA ASI Credentials to Access Aircraft and Secure Areas of U.S.

Airports. Proper use of identification credentials, checkpoint procedures, and resolution of misunderstandings with airlines and other government agencies are crucial for the creation of an environment where ASIs can conduct effective inspections and surveillance. Both the Flight Standards Service (AFS) and the Transportation Security Administration (TSA) have reaffirmed the necessity of ASI access to Security Identification Display Areas (SIDA) and Air Operations Areas (AOA). However, because of TSA's enhanced screening process and other airport security measures, ASIs must undergo extra steps when entering a SIDA. FAA Order 8000.38, Aviation Safety Inspector Credential Program, current edition, provides guidance and policy for the use of FAA Form 110A, Aviation Safety Inspector's Credentials. ASIs should refer to this order for specific guidance and policy on access to aircraft and secure areas of U.S. airports.

12-417 OBJECTIVES OF RAMP INSPECTIONS. The primary objectives of a ramp inspection is to provide inspectors with the opportunity to evaluate whether the foreign air carrier or foreign person operations and aircraft meet International Civil Aviation Organization (ICAO) Standards and are capable of safe operations when operating within U.S. airspace. When a foreign air carrier applies for operations into the United States, they are granted the authority to operate based on the fact they are operating within the ICAO Standards. Annex 1 covers personnel licensing, Annex 6 covers the operation of aircraft, Annex 7 covers aircraft nationality and registration marking, and Annex 8 covers the airworthiness of aircraft. The ramp inspection provides the FAA with an opportunity to evaluate if the air carrier is meeting those standards as allowed in the OpSpec issued to the air operator.

12-418 INITIATION AND PLANNING.

A. Planning. Each ASI, when planning a work program, must review Order 1800.56 to determine the requirements for each assigned foreign air carrier. The Flight Standards Service (AFS) National Work Program Guidelines (NPG) requires:

- Ramp inspections (1622, 3627, and 5627) on each scheduled passenger and/or cargo part 129 operator, and
- Ramp inspections (1622, 3627, and 5627) on each nonscheduled foreign operator utilizing aircraft type certificated (TC) for 10 or more seats that operate within the region (environmental).

1) The nonscheduled operator must notify the FAA of the arrival location and date before the flight (see OpSpec A001, Issuance and Applicability).

2) Should the operator not notify the FAA, the ASI should work closely with the local Customs office that has oversight of the airport of entry to determine, which nonscheduled operators are operating into the area.

B. Surveillance. The NPGs also include requirements for the Heightened Surveillance List (HSL). The International Programs and Policy Division (AFS-50) posts this list quarterly at https://employees.faa.gov/org/linebusiness/avs/offices/afs/divisions/hq_region/afs50. National, regional, or district office special requirements initiate additional inspections.

C. U.S.-Registered Aircraft. When initiating a ramp inspection, the ASI should determine if the air carrier is using U.S.-registered aircraft in their operation. U.S.-registered aircraft used by foreign air carriers must meet all requirements of § 129.14. The ASI should coordinate with the field office with oversight responsibility and Part D OpSpecs to understand the maintenance program approved for the foreign air carrier on the “N”-registered aircraft.

D. Scheduling the Inspection. When planning the ramp inspection, the ASI should plan to be at the aircraft after the passengers have departed the aircraft and before reloading. At no time should an ASI conduct a ramp inspection during the loading of passengers.

12-419 MAINTENANCE RECORDS.

A. ICAO Requirements. ICAO Annex 6, Part I, International Commercial Air Transport Aeroplanes, governs maintenance records requirements; the maintenance program under part 129 should include those maintenance records requirements. The maintenance records requirements of ICAO Annex 6, Part I, Chapter 8, subparagraph 8.4.1 now governs the part 129 operator’s records requirements.

B. Title 14 CFR Requirements. To meet the requirements of 14 CFR part 43 and § 129.14, the operator must make maintenance logbook entries and corrective actions in the English language.

12-420 RAMP INSPECTION AREAS. There are two general inspection areas that an ASI can observe and evaluate during a part 129 ramp inspection. These inspection areas are as follows:

- Crewmember.
- Aircraft.

A. Crewmember Ramp Inspection. The crewmember ramp inspection primary area “A” within the Foreign Carrier Ramp Inspection Job Aid (Figure 12-18) is generally completed by the Operations inspector inside the aircraft. The areas of concern for the inside of the aircraft include, but are not limited to, aircraft journey log, aircraft certificates (air operator certificate (AOC) – and must be a certified true copy) (see ICAO Annex 6, Part I, Chapter 4, subparagraph 4.2.1.5. and Chapter 6, subparagraph 6.1.2), radio license, Airworthiness, registration), flight deck personnel certificates with appropriate endorsements (matching aircraft registration), discrepancy log, and cockpit safety equipment (masks, axe, fire extinguisher, Protective Breathing Equipment (PBE), secure flight deck door, life vests, etc.). Pilots should also provide flight release, weather, Notices to Airmen (NOTAM), charts, approach procedures,

and the appropriate Standard Instrument Departure (SID)/Standard Terminal Arrival Route (STAR), the passenger manifest, and the cargo manifest.

1) For the inspection of the cabin crew, inspect the cabin crew certificates (if required by State of Operator), safety equipment, medical equipment, and passenger briefing cards.

2) General condition of the interior of the aircraft from the flight deck to the tail portion including, but not limited to, passenger seating, briefing cards, lighting, emergency exits, placards, lavatories, PBE, flashlights, life vests, rafts, fire extinguishers (water and chemical), megaphones (if required), and attached slides/rafts and emergency locator transmitters (ELT).

B. Aircraft Ramp Inspection. The aircraft ramp inspection primary area “F” within the job aid (Figure 12-18) refers to the aircraft’s general airworthiness, logbook entries, minimum equipment list (MEL) compliance, carryovers, and required items of emergency and cabin safety equipment.

12-421 GENERAL RAMP INSPECTION PRACTICES AND PROCEDURES.

A. Time and Location of Inspections. ASIs may conduct ramp inspections before a particular flight, at en route stops, or at the termination of a flight. They may conduct a ramp inspection any time an aircraft is at a gate or a fixed ramp location, provided the flightcrew or station personnel are present.

B. Inspection Conduct. ASIs do not have to give operators advance notice that they will be conducting a ramp inspection. Inspectors must, however, conduct inspections in a manner that does not unnecessarily delay crewmembers and/or ground personnel in the performance of their duties. Inspectors should observe the following areas of conduct during ramp inspection activities:

1) Inspectors should not interrupt crew or ground personnel when they are performing a particular phase of their duties.

2) When inspection activities require inspectors to interact directly with the crew or ground personnel, inspectors should perform the activities at a time that does not interfere with their duties.

3) Inspection must time inspection activities so that they do not delay or interfere with passenger enplaning or deplaning.

4) Inspection activities should not adversely impede aircraft servicing or catering.

C. Job Aid. Inspectors can refer to the job aid (Figure 12-18) when conducting ramp inspections. This job aid contains a listing of items that the inspector observes and evaluates during the inspection. The job aid also includes applicable PTRS comment codes to facilitate the writing of the inspection report. Inspectors can use the job aid to help describe how the inspection was limited in scope and to make notes during the inspection that he or she can later transcribe to the PTRS Data Sheet.

12-422 SPECIFIC RAMP INSPECTION PRACTICES AND PROCEDURES.**A. Crewmember Inspection Area.**

1) When an inspector makes direct contact with a crewmember, the inspector should provide an official and courteous introduction, offer appropriate identification for the crewmember to inspect, and inform the crewmember that he or she will be conducting a ramp inspection. If the direct contact is with a flightcrew member, the inspector should request to see the crewmember's airman and medical certificates. The inspector should review the certificates to see that they meet the appropriate requirements for both the duty position and the aircraft for the scheduled or recently terminated flight. Beware of those situations that require additional action regarding the crew certificates under Article 83 bis (see Volume 12, Chapter 2, Section 9).

2) When the direct contact is with flightcrew members or Flight Attendants (F/A), the inspector should also request to examine the crewmember's professional equipment. Crewmember professional equipment includes any equipment that crewmembers are required to have, according to regulations or operator policies, either on their person or available during the flight. Examples of professional equipment include aeronautical charts, appropriate operator manuals, and operable flashlights. Inspectors should determine whether the charts and manuals carried by crewmembers are current.

3) The following is a list of other items and activities that, depending on the scope of the ramp inspection, the inspector should observe and evaluate:

a) Flightcrew flight-planning activities, such as review of weather, flight plans, anticipated takeoff weight and performance data, and flight control requirements (dispatch, flight release, flight-locating, and air traffic control (ATC) flight plans).

b) Flightcrew aircraft preflight activities, such as exterior walk around, logbook reviews, and cockpit setup procedures, including stowage of flightcrew baggage and professional equipment.

c) F/A inspection of cabin emergency equipment and cabin setup procedures, including stowage of F/A baggage and professional equipment.

d) Flightcrew and F/A postflight logbook entries and proper use of MELs and placards.

e) Completed trip paperwork and the appropriate disposition of such paperwork.

f) Weight and balance (W&B) calculations.

B. Aircraft Inspection Area. Ramp inspections must include at least an examination of the aircraft's registration, airworthiness certificate, and maintenance logbook. Inspectors should plan their ramp inspections so that they conduct any inspection of the aircraft's interior equipment and furnishings either before passengers enplane or after they deplane. The following is a list of items that the inspector should observe in this inspection area:

- 1) Aircraft registration and airworthiness certificates.
- 2) Aircraft and cabin logbooks (or equivalent) (open discrepancies, carryover items, and cabin equipment items needing repair or replacement).
- 3) Appropriate placards.
- 4) Fire extinguishers (correct types, numbers, and locations; properly serviced, safety-tied, tagged, and stowed).
- 5) Portable oxygen bottles (correct numbers and locations; properly serviced, tagged, and stowed; condition of mask, tubing, and connectors).
- 6) PBE (properly located, stowed, sealed, and expiration date).
- 7) First aid kits and emergency medical kits (correct numbers and locations; properly sealed, tagged, and stowed).
- 8) Megaphones (correct numbers and locations; in operable condition and properly stowed).
- 9) Crash ax (properly located and stowed).
- 10) Passenger briefing cards (one at each seat position, appropriate to aircraft; required information including emergency exit operation, slides, oxygen use, seatbelt use, brace positions, flotation devices; appropriate pictorials for extended overwater operations, including ditching exits, life preserver, and life or slide raft in flight location).
- 11) Passenger seats (not blocking emergency exits, time since overhaul (TSO) label on flotation cushions; cushion intact, latching mechanism on tray tables, armrests have self-contained and removable ashtrays; seatbelts properly installed, operational, and not frayed or twisted).
- 12) Passenger oxygen service units (closed and latched with no extended red service indicators or pins).
- 13) F/A stations (flashlights, operable seat retraction and restraint systems, properly secured, serviceable harnesses not frayed or twisted, seat cushions intact, headrests in correct position, public address (PA) system, and interphone).
- 14) Galleys (latching mechanisms—primary and secondary, tie-downs, condition of restraints, padding, proper fit of cover and lining of trash receptacles, hot liquid restraint systems, accessibility and identification of circuit breakers and water shutoff valves, nonskid floor, girt bar corroded or blocked by debris, clean stationary cart tie-downs (mushrooms), galley carts in good condition and properly stowed, lower lobe galley emergency cabin floor exits passable and not blocked by carpeting, if applicable).

15) Galley personnel lift, if applicable (no movement up or down with doors open, safety interlock system, proper operation of activation switches).

16) Lavatories (smoke alarms, no-smoking placards, ashtrays, proper fit of retractable cover and lining of trash receptacles, and automatic fire extinguisher systems).

17) Stowage compartments (weight restriction placards, restraints and latching mechanisms, compliance with stowage requirements, accessibility to emergency equipment, carry-on baggage provisions).

18) Required placards and signs (seatbelt, flotation equipment placards at seats, emergency/safety equipment placards, weight restriction placards, no-smoking/seatbelt signs, no-smoking placards, exit signs, and placards, including door opening instructions).

19) Emergency lighting system (operation independent of main system, floor proximity escape path system, controllability from cockpit).

20) Exits (assist handles, general condition, door seals, girt bars and brackets, handle mechanisms, signs, placards, slide or slide raft connections, and pressure indications, lights, and switches).

21) Main landing gear viewing ports, if applicable (cleanliness and usability).

22) Lockable Cabin Door.

23) General condition of cargo compartment and containers.

12-423 PERFORMING THE RAMP INSPECTION.

A. Noninterference with Turnaround. The inspector must accomplish this inspection without interfering with the turnaround of the aircraft. The following list includes some of the activities that could delay the turnaround time if interfered with:

- Boarding and deplaning of passengers,
- Servicing,
- Fueling,
- Maintenance,
- Baggage handling, and
- Any other operator activity.

B. Discrepancies. The ASI must immediately bring any discrepancies noted to the attention of appropriate personnel to allow the operator the opportunity to take corrective action without interrupting the flight schedule. The ASI should also notify the IFO/IFU responsible for OpSpecs with a list of any discrepancies found.

C. Non-Part 129 Operations. Inspectors may encounter foreign-registered aircraft that are not part 129 operations, but that are operating under the provisions of U.S. Department of Transportation (DOT) Title 49 of the Code of Federal Regulations (49 CFR) part 375 charter.

The DOT may transmit prior notification of such flights to AFS-50 by email or fax, listing the airport of operations. The FSDO/IFO/IFU that has geographic authority for the airports of operation will also receive this information.

NOTE: When entering the ramp information into the PTRS use “375” in the “National Use” field of the record. If unable to record the complete registration number in the aircraft registration block, see subparagraph 12-427A9) for information to record the complete registration.

12-424 PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites:

- Experience working with similar type aircraft,
- Knowledge of the ICAO Standards,
- Completion of Web-based training, and
- Completion of all required OJT based on employee’s assignment.

B. Coordination.

1) This task may require coordination between Maintenance, Avionics, and Operations ASIs.

2) The inspector conducting the inspection may need to coordinate with the field office with OpSpecs responsibility.

12-425 REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- 1) Title 14 CFR Parts 43 and 129.
- 2) ICAO SARPs contained in:
 - Annex 1, Personnel Licensing,
 - Annex 6, Operation of Aircraft,
 - Annex 7, Aircraft Nationality and Registration Marks, and
 - Annex 8, Airworthiness of Aircraft.
- 3) ICAO Doc 8335, Manual of Procedures for Operations Inspection, Certification and Continued Surveillance.

B. Forms. FAA Form 110A, Aviation Safety Inspector’s Credential.

C. Job Aids:

- Figure 12-18, Foreign Carrier Ramp Inspection Job Aid;
- Air Transportation Job Task Analysis (AT JTA): 2.2.5 (AW), Conduct a Ramp Inspection of a 14 CFR Part 129 Foreign-Registered Aircraft; and
- AT JTA 2.3.58 (AW), Monitor a Maintenance Program for U.S.-Registered Aircraft Operated by a Foreign Operator.

12-426 PROCEDURES.

A. Begin the Inspection. Begin the ramp inspection in accordance with the district office work program or other directives.

B. Prepare for the Inspection.

- 1) Coordinate with all ASIs, select the flight to be inspected, and determine the ground time needed.
- 2) Determine recent problem areas that were identified for that type of aircraft or the operator, if any.
- 3) Determine if recent ICAO changes affect the inspection.

C. Interview the Flightcrew. The inspector should introduce himself or herself and describe the purpose and scope of the inspection.

NOTE: The flightcrew may not always be available when performing the ramp inspection. However, the inspection should not be completed without the flightcrew or station personnel present.

D. Debrief the Operator, Personnel, or Flightcrew. Inform the flightcrew or appropriate personnel that the inspection has been completed. Discuss the discrepancies brought to the operator's attention during the inspection.

E. Analyze Findings. Analyze each finding to determine what action, if any, should be undertaken next.

F. Grounding of Foreign Operator Aircraft. The ASI does not have the regulatory authority to ground foreign operators' aircraft. If the findings discovered during the inspection put the safety of flight into question, then the operator flightcrew/station manager must be immediately notified. The ASI then will immediately notify their supervisor and office, who will immediately notify Regional Counsel. The ASI will also immediately notify the PI with OpSpecs responsibility and provide them with a list of the findings. The PI with OpSpecs responsibility will notify the air carrier and, if required, the civil aviation authority (CAA) of the State of Registry. The PI with OpSpecs responsibility will take the appropriate action after notifying and consulting with their managers and Regional Counsel. ASIs and PIs should carefully review the standards of ICAO Annex 8 when making a determination on unairworthy foreign aircraft.

12-427 TASK OUTCOMES.**A. Complete the PTRS.**

1) The data reporting requirements for completing a part 129 aircraft ramp inspection using surveillance activity codes 1622, 3627, and 5627 have been revised. Section IV of the job aid (Figure 12-18) indicates each area that the inspector should examine in the performance of 1622, 3627, and 5627 inspections. An asterisk designates the minimum inspection items that the inspector should complete during the inspection. For each discrepancy or finding, enter the appropriate primary area and keyword on the job aid. Next, enter in the “Opinion” block either a (U), does not meet ICAO Standards, comments required (why they did not meet the ICAO requirement); (P), Potentially does not meet ICAO Standards; or (I), unable to complete the inspection item, comments required (why the inspector could not be complete the inspection element) or any other information the inspector believes the comments should include, which includes ICAO code. If unable to enter all of the digits of a pilot certification number in the airman block of the PTRS (see subparagraph 12-427A9), then in the comment section of the PTRS enter the complete certificate number. Use keyword 645 for lack of full registration number. Inspectors do not need to enter asterisk items that are satisfactory into the record.

a) If a positive comment is necessary in a particular area for clarification, enter it using the appropriate primary area and keyword shown on the PTRS form, using opinion code (I).

b) If the inspector cannot evaluate a minimum inspection keyword, he or she must enter opinion code (I) into the “Assessment” block and a brief explanation of why he or she could not evaluate it into the “Comment” field.

NOTE: Either Operations or Airworthiness inspectors can complete “A” for Operations items and “F” for Airworthiness items. Inspectors should not duplicate work or record duplicate entries.

2) The foreign air carrier ramp inspection is an inspection to determine if the foreign air carrier is meeting the ICAO Standards and if the aircraft is in condition for safe operation. Inspectors will use the following opinions for each keyword entered into the PTRS comment section IV: (U), does not meet ICAO Standards (comments required); (P), potentially does not meet ICAO Standards; or (I), unable to complete the inspection item (comments required); or any other information the inspector believes the record should encompass.

3) For all findings requiring additional research, the ASI should contact the field office responsible for OpSpecs oversight and consult with the PI to resolve or clarify the findings. When the ASI has a finding with an opinion value of (U), the inspector must contact the PI in charge of managing the OpSpecs, who will report the information to the CAA of the State of Registry.

4) Debrief the flightcrew or station manager of all findings noted.

5) Inspectors should enter all ramp inspections into the PTRS in accordance with the PTRS Policy and Procedures Manual (PPM).

6) If the HSL requirement generates the inspection, enter “HSL” into the “National Use” field in section III of the PTRS record.

7) Record the location of the inspection into the point of “Departure” block (Loc/Dep) on the PTRS using the four-letter ICAO identifier code for the airport. Do not use the point of arrival block (Loc/Arv) for any reason. The location of the ramp inspection is the only information required.

8) Inspectors must address and record all items with an asterisk (*) in the job aid into the PTRS record if he or she finds a discrepancy.

9) It is necessary to backspace to remove the “N” to enter a foreign-registered aircraft. Enter the aircraft number as it appears on the registration certificate. If the registration number is longer than six characters (for instance, Russian airplanes have eight-character registration numbers), do the following:

- Omit characters, beginning with the last character, until what’s left fits in the field (ensuring that the country code is captured and preserved, noting that some country codes have as many as three characters); and
- Put the entire registration number in the “Comment” section using “H999I” as the comment code.

B. Task Completion. Completion of this task can result in the following:

1) Appropriate enforcement action when the analyses of the findings disclose safety issues contrary to the ICAO Standards. Enforcement action is the responsibility of the office/ASI that discovered the violation. However, the office/ASI should coordinate all findings and violations with the IFO/IFU office responsible for OpSpecs.

2) The station manager or flightcrew will be debriefed on all findings that do not meet the ICAO Standards.

3) Notify the field office that has OpSpecs responsibility with a copy of all discrepancies/findings.

12-428 FUTURE ACTIVITIES. Based on inspection findings, determine if closer surveillance, additional enforcement, other job tasks, and/or additional coordination between the field office with OpSpecs responsibility, State of Registry of the aircraft, and geographic units are required to regain compliance.

Figure 12-18. Foreign Carrier Ramp Inspection Job Aid

PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) DATA SHEET			
(One PTRS Record Required for Each Unit of Work as defined in the Policy and Procedures Manual (PPM))			
SECTION I—Transmittal			
Inspector Name Code:			
Record ID:	Activity Number 1622/3627/5627	If 14 CFR Part 129 or Part 375 air carrier	
Start Date:	Status (POC):	Callup Date:	
Designator:	Results (A E F I, S, T, X):	Closed Date:	
A. Flight number	Location: Loc/Dep. Where the inspection was completed.	M/M/S and serial number	
SECTION II—AS REQUIRED		Pilot's name/certificate number	
SECTION III—AS REQUIRED		National use: If Part 375 Carrier—note here. HSL if on the Heightened Surveillance List.	
SECTION IV—COMMENTS (UNLIMITED)			
Primary Area	Keyword ICAO Code	Opinion Code (I, P, U)	Part 129 foreign air carrier, ICAO Article 16. Inspection of foreign air carriers engaged in common carriage, while at airport locations within the United States or its territories. Satisfactory comments are not required, but discrepancies must be documented into the PTRS in accordance with this order's instructions. <i>Items with an asterisk (*) must be completed during the inspection activity.</i>
A/F			1.0 Aircraft Documentation and Records (Chicago Convention/ICAO Annex Requirements).
A/F	645 A8a		1.1* Registration certificate (Article 29(a)).
A/F	653 A8c		1.2* Airworthiness certificate (Article 29(b), 31).
A/F	655 A8f		1.3* Radio station licence (Article 29(e), 30(b)).
A/F	A791/ F786 A8e		1.4* Journey logbook (Article 29(d), 34 (Annex 6, Part 1, Chapter 11, paragraph 11.5)).

Figure 12-18. Foreign Carrier Ramp Inspection Job Aid (Continued)

A/F	323 A8e		1.5 Maintenance release (Annex 6, Part 1, Chapter 4 subparagraph 4.3.1c) and Chapter 8, paragraph 8.7).
A/F	321 A9		1.6 Fuel and oil records (Annex 6, Part 1, paragraph 4.2.9).
A/F	607 A7		1.7 Minimum equipment list (MEL) (Annex 6, Part 1, Chapter 1, paragraph 1.2 and Attachment G) for U.S.-registered aircraft. Verify if an FAA letter authorizing the use of the MEL is onboard.
F	663 A8g		1.8 Aircraft noise certificate. (when applicable).
			2.0 Flightcrew (Chicago Convention/ICAO Annex Requirements).
A	109 A8d		2.1* Flightcrew licenses available (Article 29(c), 32(a) (Annex 6, Part 1, Chapter 9, subparagraph 9.4.4)).
A	663 A8d		2.2 Flightcrew medical certificate.
A	103 A8d		2.3 Pilot Proficiency Check (Annex 6, Part 1, Section 9.4.4).
A			
			3.0 Flight Deck (ICAO Requirement).
A	625 A4		3.1 Airplane Operations Manual (AOM) contains the aircraft systems (Annex 6, Part 1, Chapter 6, subparagraph 6.1.3).
A	605 A5		3.2 Checklists for normal and emergency operations (Annex 6, Part 1, Chapter 4, subparagraph 4.2.5).
A	605 A11		3.3 Aircraft performance limitations, check for current revision (Annex 6, Part I, Chapter 5, paragraph 5.2 and Attachment C).
A	797 A11		3.4 Obstruction data, do they consider local airport obstructions and is there tabulated runway analysis data for the local airport and runways. (Annex 6, Part 1, Chapter 4, and subparagraph 4.2.7).
A	793 A6		3.5 Current aeronautical charts that should include current database for navigation equipment. (Annex 6, Part 1, Chapter 6, subparagraph 6.2.3 c).
A/F	211 A4		3.6 Operations manual (Annex 6, Part I, Chapter 4, subparagraphs 4.2.2.1, Chapter 6, subparagraph 6.2.3, and Chapter 11, paragraph 11.1).

Figure 12-18. Foreign Carrier Ramp Inspection Job Aid (Continued)

A/F	A657/ F787 A8h		3.7* Air operator certificate (AOC) (certified true copy) (Annex 6, Part 1, Chapter 4, paragraph 4.2.1.5 and Chapter 6, Paragraph 6.1.2).
A/F	647 B15		3.8 Locking cabin door.
			4.0 Flight Operations Requirements (ICAO Requirement).
A	659 A12		4.1* Passenger manifest completed (Article 29(f)).
A	661 A12		4.2* Cargo manifest and declaration (Article 29(g)).
A/F	613 A10		4.3 Weight and Balance (W&B) forms available and completed.
A	757 A14		4.4 Weather reports and forecasts available (Annex 6, Part 1, Chapter 4, subparagraph 4.3.5).
A	763 A9		4.5 Operational flight plans available (Annex 6, Part 1, Chapter 4, subparagraph 4.3.3).
A	808 A9		4.6 Proper fuel supply onboard. When able, inspector should observe the refueling procedures being used (Annex 6, Part 1, Chapter 4, subparagraph 4.3.6).
A	759 A15		4.7 Notices to Airmen (NOTAM) available (Annex 6, Part 1, Chapter 4, subparagraph 4.1.1).
			5.0 Aircraft Condition (Chicago Convention/ICAO Annex Requirements).
A/F	A819 F828/829/ 838 as appropriate C12		5.1* Inappropriate leakage of fuel, engine oil, or hydraulic fluid (ICAO Doc 8335).
F	832 C6		5.2* Condition of landing gear and wheel well areas (ICAO Doc 8335).
A/F	A819 F853 C1		5.3* Condition of fuselage, and pylons if applicable (ICAO Doc 8335).
A/F	A819 F857 C3		5.4* Condition of wings, and pylons if applicable (ICAO Doc 8335).

Figure 12-18. Foreign Carrier Ramp Inspection Job Aid (Continued)

	F872 C3		
A/F	A819 F861 C9		5.6* Condition of propellers if applicable (ICAO Doc 8335).
A/F	A819 F855 C3		5.7* Condition of empennage (ICAO Doc 8335).
			6.0 Aircraft Equipment (ICAO Requirement).
A/F	835 B9		6.1 Adequate oxygen supply for the passengers and crew (Annex 6, Part 1, Chapter 4, subparagraphs 4.3.8 and Chapter 6, paragraph 6.7).
A/F	649 B10		6.2 Passenger briefing cards and contents (Annex 6, Part 1, Chapter 6, subparagraph 6.2.2(d)).
A/F	651 B4		6.3 Portable fire extinguishers on the flight deck and in the cabin (Annex 6, Part 1, Chapter 6, subparagraph 6.2.2(b)).
A/F	651 B5		6.4 Life rafts and jackets (Annex 6, Part 1, Chapter 6, subparagraphs 6.5.2.1 and 6.5.2.2).
A/F	651 B8		6.5 Pyrotechnical distress devices (Annex 6, Part 1, Chapter 6, subparagraph 6.5.3.1(b)).
A/F	840 A3		6.6 Is the aircraft equipped with Traffic Alert and Collision Avoidance System (TCAS) or TCAS II as appropriate? (Part 29, 129, § 129.18).
A/F	741 A3		6.7 EGPWS/TAWS (Annex 6, Part 1, subparagraph 6.15).
A/F	831 A3		6.8 Flight Recorder (CVR and FDR).

RESERVED. Paragraphs 12-429 through 12-434.